

In the specification

[0019] A plurality of bolts 100,100' (only two are illustrated but most often four are used) extend from the rear shell 14 of the unitary structure. The bolts 100,100' are used to attach the boost unit 10 to a dash panel 11 of the vehicle. The bolts 100,100' are located in a pattern that matched the axial bores 418, 418'***418" for bearings surfaces 416, 416'***416" in spacer 400 as illustrated in Figure 2. The dash panel 11 divides or separates an engine compartment of the vehicle from the passenger compartment and through the spacer 400 of the present invention the boost unit 10 is off sets into the engine compartment. The off set allows the boost unit 10 to be positioned within the engine compartment and avoid interference with some other components that are located within the engine compartment. In addition any noise that is created during the development of a pressure differential is not heard in a passenger compartment as air that is presented to the boost unit 10 is communicated from the engine compartment to operate the boost unit 10 along a flow flows along a path through the spacer 400 and a space between a boot 500 and the cylindrical projection 34 of the control valve 60 rather than from the passenger compartment.

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[0029] the The boost unit 10 with the boot 500 located on the studs 100,100' is inserted in an opening in the dash panel 11 such that the boot 500 and projection 34 and located in the passenger compartment.

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[0033] The plurality of tabs 417,417'•••417" that are located in one or all of the axial bores 418 of the bearing surfaces 416 of the spacer 400 assure that the front face 404 of the spacer 400 is always engaged by the base member 502 of the boot 500 since the spacer 400 is prevented from being placed on the studs 100,100' whereby the rear face 406 would not engage the surface 17 on the rear shell 14. This is achieved in the following manner, when the spacer 400 is placed on the studs 100,100' if the front face 404 is facing toward the rear shell 14, the studs 100,100' engage the tip 419 of the tabs 417,417'•••417" and instead of flexing outward, the tabs 417,417'•••417" will be directed toward the axis of the axial bore 418 to prevent any further movement of the spacer 400 toward the rear shell 14.